



		NTSB ID: DEN02LA064		Aircraft Registration Number: N404B	
		Occurrence Date: 06/29/2002		Most Critical Injury: Serious	
		Occurrence Type: Accident		Investigated By: NTSB	
Location/Time					
Nearest City/Place Cortez	State CO	Zip Code 81321	Local Time 1013	Time Zone MDT	
Airport Proximity: Off Airport/Airstrip		Distance From Landing Facility: 1		Direction From Airport: 210	
Aircraft Information Summary					
Aircraft Manufacturer Beech		Model/Series 35		Type of Aircraft Airplane	
Sightseeing Flight: No			Air Medical Transport Flight: No		
Narrative					
<p>Brief narrative statement of facts, conditions and circumstances pertinent to the accident/incident:</p> <p>On June 29, 2002, at 1013 mountain daylight time, a Beech 35, N404B, registered to and operated by the pilot, was substantially damaged when it struck the terrain during an uncontrolled descent at Cortez, Colorado. The private pilot received minor injuries, but his passenger was seriously injured. Day visual meteorological conditions prevailed, and no flight plan had been filed for the personal cross-country flight being conducted under Title 14 CFR Part 91. The flight originated at Winslow, Arizona, at 0638.</p> <p>According to the pilot's accident report, he departed Ryan Airfield at 0638 Pacific daylight time, en route to Bedrock, Colorado, northwest of Nucla, via Winslow, Arizona, and Cortez, Colorado. Fuel was drawn from the left main tank. At 0739, the pilot switched to the right main tank. At 0840, the pilot switched to the auxiliary fuel tank. The pilot said that the main fuel tanks were one-half full and the auxiliary fuel tank was over one-half full as he approached Cortez Airport. When he was 9 miles from the airport, he reduced power and began a 500 fpm (feet per minute) descent. As he approached the traffic pattern, he switched back to the left main fuel tank. Midfield, on the downwind leg, he slowed the airplane to 100 mph and lowered the landing gear. He turned onto the base leg, then onto the final approach. When he started to lower the flaps, he noticed the airspeed had dropped from 85 to 80 mph and he added power. The pilot said the airplane "started to wobble and became hard to handle," so he applied full power. The airspeed "was not responding very quickly." He confirmed the fuel selector was on the left tank and the fuel boost pump was on. Fuel pressure read 7 psi (pounds per square inch). "The airplane was becoming extremely hard to handle," he wrote. After clearing a rock wall cliff and ravine, the pilot saw power lines ahead. He pushed the nose down to increase airspeed and flew underneath the wires [Witnesses told the FAA inspector that the airplane appeared to stall]. When he applied back pressure on the control yoke, the airplane would not pull up and struck the ground and spun around. The pilot said he found the right cabin door open and his wife missing. She was found on the ground nearby. Evidence at the site indicated the airplane struck the ground in a right wing low, nose low attitude and skidded 75 feet. The passenger's seatbelt was found unfastened.</p> <p>On August 6, 2002, the fuel pump and carburetor were bench checked at Airmotive Carburetor Company under the auspices of an FAA inspector. Flow testing at 10 pounds per square inch (psi) revealed an external leak at the idle diaphragm. Further tests indicated the carburetor would run rich at low power settings and lean at high power settings. The fuel pump was test run at 500 rpm and it maintained 20 gallons per minute (gph) at 10 psi. At 1,000 rpm, an "excessive" external leak was noted at the lower splitline surface. At 2,500 rpm, the fuel pump maintained 160 gph at 12 psi.</p>					
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		Occurrence Date: 06/29/2002				
		Occurrence Type: Accident				
Landing Facility/Approach Information						
Airport Name Cortez Municipal		Airport ID: CEZ	Airport Elevation 5914 Ft. MSL	Runway Used	Runway Length	Runway Width
Runway Surface Type: Unknown						
Runway Surface Condition: Unknown						
Type Instrument Approach: Unknown						
VFR Approach/Landing: Traffic Pattern						
Aircraft Information						
Aircraft Manufacturer Beech		Model/Series 35		Serial Number D-1409		
Airworthiness Certificate(s): Normal						
Landing Gear Type: Retractable - Tricycle						
Homebuilt Aircraft? No		Number of Seats: 4		Certified Max Gross Wt. 2550 LBS	Number of Engines: 1	
Engine Type: Reciprocating		Engine Manufacturer: Continental		Model/Series: E-185-1	Rated Power: 185 HP	
- Aircraft Inspection Information						
Type of Last Inspection Annual		Date of Last Inspection 12/2001	Time Since Last Inspection 48 Hours		Airframe Total Time 5555 Hours	
- Emergency Locator Transmitter (ELT) Information						
ELT Installed? Yes		ELT Operated? Yes		ELT Aided in Locating Accident Site? Yes		
Owner/Operator Information						
Registered Aircraft Owner Kim W. Hutsell		Street Address On File				
		City Tucson		State AZ	Zip Code 85732	
Operator of Aircraft Same as Reg'd Aircraft Owner		Street Address Same as Reg'd Aircraft Owner				
		City		State	Zip Code	
Operator Does Business As:				Operator Designator Code:		
- Type of U.S. Certificate(s) Held: None						
Air Carrier Operating Certificate(s):						
Operating Certificate:			Operator Certificate:			
Regulation Flight Conducted Under: Part 91: General Aviation						
Type of Flight Operation Conducted: Personal						
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First Pilot Information																																																																																					
Name		City		State	Date of Birth	Age																																																																															
On File		On File		On File	On File	49																																																																															
Sex: M	Seat Occupied: Left	Principal Profession: Unknown			Certificate Number: On File																																																																																
Certificate(s): Student																																																																																					
Airplane Rating(s): Single-engine Land																																																																																					
Rotorcraft/Glider/LTA: None																																																																																					
Instrument Rating(s): None																																																																																					
Instructor Rating(s): None																																																																																					
Type Rating/Endorsement for Accident/Incident Aircraft? No				Current Biennial Flight Review? 01/2001																																																																																	
Medical Cert.: Class 3		Medical Cert. Status: Valid Medical--w/ waivers/lim.			Date of Last Medical Exam: 01/2001																																																																																
<table border="1"> <tr> <th rowspan="2">- Flight Time Matrix</th> <th rowspan="2">All A/C</th> <th rowspan="2">This Make and Model</th> <th rowspan="2">Airplane Single Engine</th> <th rowspan="2">Airplane Multi-Engine</th> <th rowspan="2">Night</th> <th colspan="2">Instrument</th> <th rowspan="2">Rotorcraft</th> <th rowspan="2">Glider</th> <th rowspan="2">Lighter Than Air</th> </tr> <tr> <th>Actual</th> <th>Simulated</th> </tr> <tr> <td>Total Time</td> <td>731</td> <td></td> <td>731</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Pilot In Command(PIC)</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Instructor</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Last 90 Days</td> <td>30</td> <td>30</td> <td>30</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Last 30 Days</td> <td>12</td> <td>12</td> <td>12</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Last 24 Hours</td> <td>3</td> <td>3</td> <td>3</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> </table>							- Flight Time Matrix	All A/C	This Make and Model	Airplane Single Engine	Airplane Multi-Engine	Night	Instrument		Rotorcraft	Glider	Lighter Than Air	Actual	Simulated	Total Time	731		731								Pilot In Command(PIC)											Instructor											Last 90 Days	30	30	30								Last 30 Days	12	12	12								Last 24 Hours	3	3	3							
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Seatbelt Used? Yes		Shoulder Harness Used? No			Toxicology Performed? No		Second Pilot? No																																																																														
Flight Plan/Itinerary																																																																																					
Type of Flight Plan Filed: None																																																																																					
Departure Point		State	Airport Identifier	Departure Time	Time Zone																																																																																
Tucson		AZ	RYN	0638	PDT																																																																																
Destination		State	Airport Identifier																																																																																		
Cortez		CO	CEZ																																																																																		
Type of Clearance: None																																																																																					
Type of Airspace: Class E																																																																																					
Weather Information																																																																																					
Source of Briefing: Flight Service Station																																																																																					
Method of Briefing: Telephone																																																																																					

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		Occurrence Date: 06/29/2002			
		Occurrence Type: Accident			
Weather Information					
WOF ID	Observation Time	Time Zone	WOF Elevation	WOF Distance From Accident Site	Direction From Accident Site
CEZ	0953	MDT	5914 Ft. MSL	NM	Deg. Mag.
Sky/Lowest Cloud Condition: Clear				Ft. AGL	Condition of Light: Day
Lowest Ceiling: None			Ft. AGL	Visibility: 10 SM	Altimeter: 30.21 "Hg
Temperature: 26 °C	Dew Point: 3 °C	Wind Direction:		Density Altitude: 8128 Ft.	
Wind Speed: Calm	Gusts:	Weather Conditions at Accident Site: Visual Conditions			
Visibility (RVR): Ft.	Visibility (RVV) SM	Intensity of Precipitation:			
Restrictions to Visibility: None					
Type of Precipitation: None					
Accident Information					
Aircraft Damage: Substantial		Aircraft Fire: None		Aircraft Explosion: None	
Classification: U.S. Registered/U.S. Soil					
- Injury Summary Matrix	Fatal	Serious	Minor	None	TOTAL
First Pilot				1	1
Second Pilot					
Student Pilot					
Flight Instructor					
Check Pilot					
Flight Engineer					
Cabin Attendants					
Other Crew					
Passengers		1			1
- TOTAL ABOARD -		1		1	2
Other Ground					
- GRAND TOTAL -		1		1	2
<div style="display: flex; justify-content: space-between;"> FACTUAL REPORT - AVIATION Page 4 </div>					

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	Occurrence Date: 06/29/2002	
	Occurrence Type: Accident	
Administrative Information		
Investigator-In-Charge (IIC) Arnold W. Scott		
Additional Persons Participating in This Accident/Incident Investigation:		
FACTUAL REPORT - AVIATION		